



Gary W. Rossow  
Director  
Government Technical Affairs

June 29, 1999

Freightliner Corporation  
4747 N Channel Ave.  
Portland, OR 97217  
503.735.8822 Phone  
503.735.8600 Fax  
Gary.Rossow@Freightliner.com

Office of Defects Investigation, Room 5326  
National Highway Traffic Safety Administration  
400 Seventh St., S.W.  
Washington, D.C. 20590

Attn: Jonathan D. White

99-172 (01)

Subject: Information Report, FL-241

In accordance with Part 573.5, Freightliner Corporation herewith submits an information report for a new recall campaign to recall Freightliner trucks for defective rear suspension axle clamps.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

RECEIVED  
59 JUL -2 PM 2:05  
OFFICE  
DEFECTS INVESTIGATION

Certified Mail No P 335 662 633

## DEFECT INFORMATION REPORT

99V-172 (02)

DATE: June 29, 1999, 1999

FREIGHTLINER CAMPAIGN NO: FL-241

TO: Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
400 7<sup>th</sup> Street, SW  
Washington, D.C. 20590

1. FROM: FREIGHTLINER CORPORATION  
P.O. BOX 3849  
Portland, Oregon 97208  
(503) 735-8078
2. CLASSIFICATION OF VEHICLES: Freightliner models FLN and FLD, and Sterling model LT 7500. The beginning build date is 3/17/99 when defective suspension parts were first used and the ending date is 6/17/99 when the last vehicle was built with defective parts.
3. NUMBER OF VEHICLES POTENTIALLY AFFECTED: Approximately 220
4. ESTIMATED PERCENTAGE OF POTENTIALLY AFFECTED VEHICLES THAT CONTAIN DEFECT: Unknown
5. DESCRIPTION OF THE DEFECT: The rear suspension axle clamps may fracture, allowing the rear axle to shift.
6. CHRONOLOGY OF PRINCIPAL EVENTS: On June 15, 1999 Sterling Field Service received a report that a vehicle temporarily lost control. No accident or injury occurred. It was determined that a rear axle attaching component fractured, allowing the axle to shift. Freightliner Corporation began an investigation to determine the cause of the fracture.

On June 18, Alliance Warranty Department and Customer Assistance began contacting all customers and dealers of vehicles with TuffTrac suspensions. The customers and dealers were instructed to immediately remove affected vehicles from service.

A decision to recall was made.

7. REMEDIAL PROGRAM: To remedy the affected vehicles, new upper and lower axle clamps will be installed.

The Freightliner Recall Campaign will be conducted as follows:

Repairs will be performed by Freightliner dealerships, Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs.

Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed as soon as possible, but not later than 8/11/99.

Dealer notification will be by first class mail and will be completed not later than 8/4/99.

99V-172 (03)